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GEOGRAPHIC SCHOOL BULLETINS

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Enoch Perkins

CIVILIZED WORK AND SAVAGE FINERY ARE EXPECTED OF LOYALTY ISLANDERS

Americans stationed in the New Caledonia area of the southwest Pacific have come into contact with islanders of the Loyalty group, who have a reputation for hard work and hard looks. Lime has bleached their black locks to an appalling reddish-yellow blondness above their brown faces. Their rouged cheeks, lime-streaked foreheads, striped turbans, flowers, and palm-leaf necklaces cannot disguise their tough muscles. Men from the Loyalties are in such demand elsewhere as servants and laborers that their emigration leaves their home islands overpopulated with women. Because they are predominantly Polynesian (in contrast with the Melanesians of New Caledonia) their skill with ships makes them especially desirable as sailors, deck hands, and waterfront workers. The Loyalties are New Caledonia's reservoir of food as well as of manpower. Daily the outrigger canoes from the Loyalties navigate the intervening 65 miles of Pacific Ocean and bring New Caledonia loads of taro, sugar cane, and bananas and other fruit (Bulletin No. 2).

GEOGRAPHIC SCHOOL BULLETIN

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic School Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers in the United States and its possessions for one year upon receipt of 25 cents (stamps or money order); in Canada, 50 cents. Originally entered as second-class matter January 27, 1922; re-entered as of April 27, 1943, Post Office, Washington, D. C., under Act of March 3, 1879. **Copyright, 1944, by National Geographic Society, Washington, D. C. International copyright secured. All rights reserved. Quedan reservados todos los derechos.**

Romania's Oil Fields: Prime Target of the Balkan Front

RUSSIAN forces driving into Romania are threatening the Nazi war machine with oil-starvation, as they near Romanian oil fields on which Germany relies for the bulk of its petroleum supply. German armies held the country's oil fields in World War I also.

Europe's leading petroleum producer after the Soviet Union, Romania has been the chief source of natural fuel used by the Axis for its planes, tanks, and submarines, and to keep its vast civilian and military transport systems going. The only other natural supplies—as distinguished from synthetic gasoline—found in Axis territory are minor fields in Germany itself, in Alsace, Austria, and Hungary, plus the wells in Soviet-threatened Poland and Allied-shadowed Albania.

Romanian oil deposits are found at a number of places along the eastern and southern slopes of the Carpathians and their Transylvanian Alps extension.

Smaller Fields Reached First

The northernmost fields—at Bacau in east-central Romania—are only about 55 airline miles southwest of Iasi, first objective of the Red Army inside Romania proper. This is the region in which Romania's first oil well was dug in 1860. The Buzau fields, next in line on a Soviet advance from this direction, are less than 100 air miles south of Bacau. Scattered around Ploesti, 40 miles southwest of Buzau, are the most important oil operations of Romania, estimated to produce more than 90 per cent of the nation's output (illustration, next page).

Romania's most important wells and refineries thus come late on the path of the advancing armies. The land between the U.S.S.R. and Romanian oil is open, flat or rolling country, broken only by a series of rivers. The oil centers, however, are backed by the country's great central Transylvanian mountain system.

Romania's oil fields are served by railway lines that skirt the highlands, but are exposed on the east. On the south a spur reaches from Ploesti to the nation's capital, Bucharest, and beyond to the Danube. The northern sections of the main railway, leading into Poland by way of Bucovina, are already in Soviet hands.

Correlated with the railway system is a complex network of big and little oil pipelines. The main lines form a giant horseshoe, linking Ploesti and Buzau, and extending southeastward to the Black Sea port of Constanta, and southwestward to Giurgiu on the Danube.

Four pipelines run between the Ploesti fields and Giurgiu, two of them built by the Germans. Still another and longer line was reported projected by the Nazis in 1941, to reach from the Ploesti region to the Danube at a point west of the Iron Gate bottleneck.

Romanian Supplies Dwindling

When the Germans were moving into Soviet oil regions, new facilities were reported set up at Constanta to take care of the oil expected from the east. The pipeline machinery was then readied for reversal in order to send captured crude inland to Romanian refineries. Today, Constanta is within easy bombing range of Soviet fliers.

Romania's oil output has been declining sharply in recent years. Production peak was reached back in 1936, at more than 63,000,000 barrels. By 1943 it was estimated to have dropped to little more than half that figure. The decline, which

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Dr. E. W. Brandes

NOUMEA, SLEEPY FRENCH TOWN IN THE PACIFIC, WOKE FROM ITS SIESTA AND JOINED THE UNITED NATIONS

In this quiet capital of the French colony of New Caledonia, the principal industries are government, shipping, and processing nickel ore. Residents of these trim tin-roofed houses staged a revolution in September, 1940, threw out their pro-Vichy French officials, and declared themselves in favor of the Free French (now known as the French Committee of National Liberation). Thus were preserved for United Nations use the island's rich resources of nickel—ranking second in world output—and chrome. Now American forces are stationed there (Bulletin No. 2).

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General Headquarters, Washington, D. C.

Where Are the Yanks?

10. New Caledonia, the Loyalty Islands, and the New Hebrides

(This is the tenth in a series of articles about the regions where American service men and women are stationed.)

SWEEPING southeastward from big New Guinea, the curving land bridge of Melanesia runs through the Bismarck, Solomon, Santa Cruz, New Hebrides, and Loyalty island groups, then hooks westward and anchors at New Caledonia.

Japanese plans for conquest of the Pacific were rudely altered in mid-1940 by events on New Caledonia. France had fallen. In her far-off colony with the Scottish name, the governor and a few officials promptly goose-stepped into line behind Vichy. Almost to a man, however, New Caledonians, French and native, rallied to the new Free French banner and forced Vichyites to take ship for French Indochina.

Had Vichy prevailed in New Caledonia, Japan might have been granted permission to establish naval and air bases there as in Indochina. She would have continued without check her well-started grab of the island's nickel and iron.

Or had the Yanks not arrived in force on March 12, 1942, the Jap Australia-bound sweep might have overrun this mineral Treasure Island and its neighbors, where position on supply lines as well as mineral resources would have aided Japan's war.

New Caledonia Larger than Massachusetts

Cheers greeted the Yanks at Noumea, capital and chief port of the colony (illustration, inside cover). Noumea's 12,000 people had found they liked Americans when a handful arrived in 1940 to man the new seaplane base on Pan American's California-New Zealand route.

At Noumea, Uncle Sam's crusaders are 6,200 air miles southwest of the California coast. Brisbane, Australia, is 865 miles farther southwest, New Zealand's northern tip 900 miles southeast. American bases on Efate and Espiritu Santo of the New Hebrides group are north, 300 and 450 miles, respectively (map, next page).

Dwarfed by giant neighbors to the west, New Caledonia still is large among Pacific islands. It surpasses Massachusetts in area. Ridged with irregular mountain masses, it resembles a lumpy green caterpillar 250 miles long, with an average 30-mile width. Coral reefs fringe its sides and extend in broken parallel lines 100 miles beyond its northwest tip.

On the southern edge of the tropics, New Caledonia is a land where temperatures vary little from a 70-degree mean, and white people live healthily. Of 54,000 inhabitants, one-third are whites, one-half are native Melanesians. Javanese and Indochinese have been brought in to labor in mines and on plantations because easygoing natives prefer to work only on the land they own.

New Caledonia's list of exports is a reminder that Australia is near by. The large number of cattle, sheep, and deer accounts for sizable meat shipments. Coffee, copra, and araucaria timber pine are important. Mother-of-pearl and trochus shell for buttons lead marine exports.

But the island stands out for mineral wealth perhaps unmatched in any comparable area on earth. Nickel tonnage second only to Canada's has long been New Caledonia's most valuable export.

Chrome ore has held second rank. War-scarce cobalt and antimony, iron, copper, silver, gold, lead, and mercury are found in the island's serpentine ridges.

Island neighbors which are governed as part of France's New Caledonia Colony include the Isle of Pines, 30 miles southeast; the barren Huon group, 170 miles northwest; and the Loyalties, paralleling New Caledonia 65 miles northeast.

Women Outnumber Men in Loyalties

With a total land area just three-fourths that of Rhode Island, the Loyalties consist of three main coral islands—Mare, Lifu, and Uvea—and a few tiny islets and reefs. Highest elevation is 246 feet.

The women far outnumber the men in the Loyalty group's 10,000 population (illustration, cover). Copra and some rubber are produced for export.

Northwest of the Loyalties about 150 miles is the base of the Y-shaped New Hebrides chain. Extending 500 miles northwest, it comprises 12 main islands, 70 small ones. Their

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has continued despite the Nazis' reported pressures for larger quotas, is attributed chiefly to the depletion of old wells.

Air raids too, by American bombing expeditions as well as by Soviet attacks, have materially hampered operations. In August, 1943, a spectacular American blow was delivered against refineries in the Ploesti region, causing considerable damage to equipment. Now the oil facilities have been subjected to joint raids by Russians from the northeast and Americans from the southwest.

Although Germany has taken most of Romania's oil since the beginning of the war, the petroleum-rich Balkan nation has shipped also to Italy, Vichy France, Switzerland, Sweden, and Turkey, as well as to other Balkan countries. With the dwindling output and Germany's heavy demands, Romania lately has been extremely strained to fill its own needs.

Note: Romania may be studied on the National Geographic Society's Map of Central Europe and the Mediterranean. A price list of maps may be obtained from the Society's headquarters in Washington, D. C.

See also "Today's World Turns on Oil," in the *National Geographic Magazine* for June, 1941; and "The Spell of Romania," April, 1934*; and "War-Changed Romania a Battlefield Again," in the GEOGRAPHIC SCHOOL BULLETINS, April 24, 1944. (*Issues marked with an asterisk are included in a special list of magazines available to teachers at 10¢ each in groups of ten.*)

Bulletin No. 1, May, 1, 1944.

Wilhelm Tobien

ROMANIA'S MORENI OIL FIELD WAS LIGHTED FOR YEARS BY A GIANT TORCH

Ploesti, capital of the Prahova district of Romania, is the center for processing about nine-tenths of the oil normally refined in the country. This district has been producing oil since 1863. Bustenari, Arizesti, Floresti, Targoviste, Margineni, Moreni, Bordeni, and Plopeni are among the producing fields within 30 or 40 miles of Ploesti. Moreni, in the Carpathian foothills west of Ploesti, was lighted for years by a spectacular fire as an ignited well burned night and day, defying efforts to bring its flames under control. Romanian soldiers, before the war, stood guard over the maze of derricks, engine houses, and pipelines threatened by the fire. Since the war Nazi guards have patrolled the country's oil resources.

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Colorado's Berthoud Pass Helped Westward Pioneers

NO NOVELTY to Coloradans along the Continental Divide are heavy April snows such as those which last month marooned unwary travelers caught at Berthoud Pass.

May 1, a date usually associated with outdoor festivals and dancing on the green, is still the blizzard season for this lofty pass in the Rocky Mountains, as Berthoud and the other discoverers of the pass learned on its day of discovery exactly 83 years ago.

Snow forty feet deep has at times been reported in this pass 54 miles west of Denver on U.S. Highway No. 40. Only in recent years, with the development of modern snow-clearing equipment, has it been possible even to attempt to keep the pass open all year round.

Jim Bridger Advised Delay

Deep snow hampered Captain E. L. Berthoud's surveying party when they discovered the pass on May 1, 1861. In spite of the country's preoccupation with the war, their expedition had been organized to find a much needed direct route from Denver to Salt Lake City, in response to the need for quicker travel in America's epic westward surge.

The exploring party consisted of Berthoud and six others—Fraser, Hambleton, Hoopes, James, Moses, and Wright. The expedition had set up camp a few miles north of the mining settlement of Empire about April 25 to study the approaches to the Continental Divide, that lofty barrier which was taking toll in time and lives of pioneers.

Here, according to the account of one member of the party, they were visited by the veteran frontiersmen, Jim Bridger and Tim Goodale, who camped for a night with the surveyors and discussed their plans.

The weatherwise frontiersmen advised the exploring party against any attempt to seek a crossing of the mountains so early in the season, and left the next day. In spite of this warning, the surveyors decided to persist in their search.

Stopped by Snowstorm

On April 30 the explorers found a ravine which appeared to be covered with timber of good size all the way up to the crest of the mountains. The next day they successfully made their way to the summit of the Divide. Measurements later showed that the pass is 11,315 feet above sea level (illustration, next page).

At the summit the men planted a flag which had been provided by the ladies of Colorado.

Continuing a short distance down the western slope on this same day, May 1, they were forced to stop by the blinding snow. The storm of which Jim Bridger had been apprehensive put a temporary stop to further exploration. The subsequent descent with pack animals through deep snow to Hot Sulphur Springs required most of three days.

For their climb over the pass, the exploring party supplemented their rations with ptarmigan and antelope which they were able to shoot on the way. They had several encounters with grizzlies. One giant bear ventured within 75 yards of their camp fire; seated on his haunches he still seemed as tall as the men.

Traveling north in their descent of the mountains from the lofty pass, Ber-

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total land area is two-thirds that of New Caledonia. Population includes more than 40,000 natives, 2,000 Indochinese laborers, 1,000 French and British planters and administrators. Copra, cocoa, and coffee are the chief exports.

New Hebrides Ruled Jointly by Britain and France

Although not of great commercial value, the New Hebrides since 1878 have been a "region of joint influence" for France and Great Britain, which neither has been willing to relinquish to the other. Consequently, since 1906, the islands have had an unusual dual government, with separate commissioners, separate police, and a joint court. Officially known as a "condominium," its scrambled operation caused British settlers to dub it a "pandemonium."

The center of this government is at Vila, on Efate, the island junction of the arms of the Y. The white population is centered at Vila, chief New Hebrides port. Yanks based on Efate are in position to explore a hilly island roughly 30 by 20 miles, abounding in tropical fruits and vegetables. A peculiarity of the local diet is the palolo worm, collected from the sea during a special festival.

A large airfield is part of the American base on Espiritu Santo—Santo for short—the largest island of the New Hebrides group, at the northwest end of the Y. Measuring 75 by 35 miles, Espiritu Santo has mountains that reach to 6,000 feet. Luganville is its chief town.

THREE CLUSTERS, MANY PEOPLES MAKE TWO COLONIES

Polynesians and Melanesians are the foundation of the racial mixture in this sector of the southwest Pacific, with British and French rulers, and a sprinkling of Chinese merchants and Javanese and Indochinese laborers. Two island groups make one colony in the southwest—New Caledonia and the Loyalties under French rule. Two governments hold one group to the northeast—the British and French condominium over the New Hebrides.

Tana's Volcano

Near the bottom of the Y, Tana is a fertile island marked by a low, night-glowing volcano. Within the condominium area, north of the Y, are the Banks and Torres groups of small islands.

* * *

Note: New Caledonia, the Loyalties, and the New Hebrides are shown in large-scale insets on the Society's Map of the Pacific Ocean.

For further information, see "Jungle War: Bougainville and New Caledonia," a series of full-color reproductions of paintings by William F. Draper, in the *National Geographic Magazine* for April, 1944; "At Ease in the South Seas," January, 1944; "War Awakened New Caledonia," July, 1942*; and "Treasure Islands of Australasia," June, 1942.*

See also these GEOGRAPHIC SCHOOL BULLETINS: "New Hebrides: More Islands for Yanks to Write Home About," December 14, 1942; and "Americans in New Caledonia Are Far from Home," May 18, 1942.

Bulletin No. 2, May 1, 1944.

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Geographic's Spellings Adopted as Standard for the News

THE three principal news services of the United States have agreed to pattern their spelling of foreign place names on the principle established by the National Geographic Society—using the national spellings of the country involved.

Beset by the problem of varied spellings for the same place in different news dispatches, the Associated Press, the United Press, and the International News Service have accepted this solution.

The services will be guided in their choice of spellings by the wall maps issued by the National Geographic Society to portray the principal war zones. In the wall map series are included the Map of Japan and Adjacent Regions, Map of the Pacific Ocean and the Bay of Bengal, Map of Africa, Map of Asia and Adjacent Areas, Map of Europe and the Near East, and Map of the World.

Local Spellings Adopted by Geographic

The National Geographic Society began in 1929, with its map of Europe issued in that year, to designate foreign places by the names used locally. This step was taken in recognition of the confusion that might result if each foreign country persisted in using its own spelling of United States place names, such as Waszyngton or Wasington, Nuova York, Salzseestadt for Salt Lake City, or Nouvelle Orleans.

Throughout the world the general practice now is to accept American spellings for United States places, and the National Geographic maps similarly adopt local spellings as standard for foreign places. Thus Helsinki in Finland has gradually replaced Helsingfors, Nürnberg has been accepted for Nuremburg, Hannover for Hanover, Marseille for Marseilles.

The names of some places, however, are so firmly established in the English language that their native spellings would disguise rather than identify them. Köln for Cologne, Wien for Vienna, Kobenhavn for Copenhagen might be bewildering to many American map-scanners. The National Geographic maps, therefore, have shown also the commonly accepted Anglicized names for such familiar places.

Descriptive Place Names often Translated

In many such cases the press services have chosen to accept the Anglicized name in preference to the native one, and have drawn up a list of such preferred spellings. The majority of them are names of European capitals and large cities widely known in the United States. Others refer to regions whose names, largely descriptive, are generally translated into English, such as the Dead Sea. (The practice of translating descriptive regional names is widespread. The Rocky Mountains, for example, are labeled Klippebjergene by the Norwegians, Montagne Rocciose by the Italians, Kalliovuoret by the Finns, Skalistye Gory by the Russians.)

The list of Anglicized names to be used by the press services instead of native names is given below.

Algiers	Belgrade	Brest Litovsk
Antioch	Black Forest	Brunswick
Antwerp	Blue Nile River	Brussels
Athens	Bonin Islands	Bucharest
Azov, Sea of	Bosporus	Cape Horn

thoud and his companions passed close to the point on a spur of James Peak where the six-mile Moffat Tunnel, second longest railroad tunnel in the United States, now has its western gate. Completed in 1927, the tunnel includes a conduit of ten-foot pipe for diverting water from the west to the east slope of the Divide.

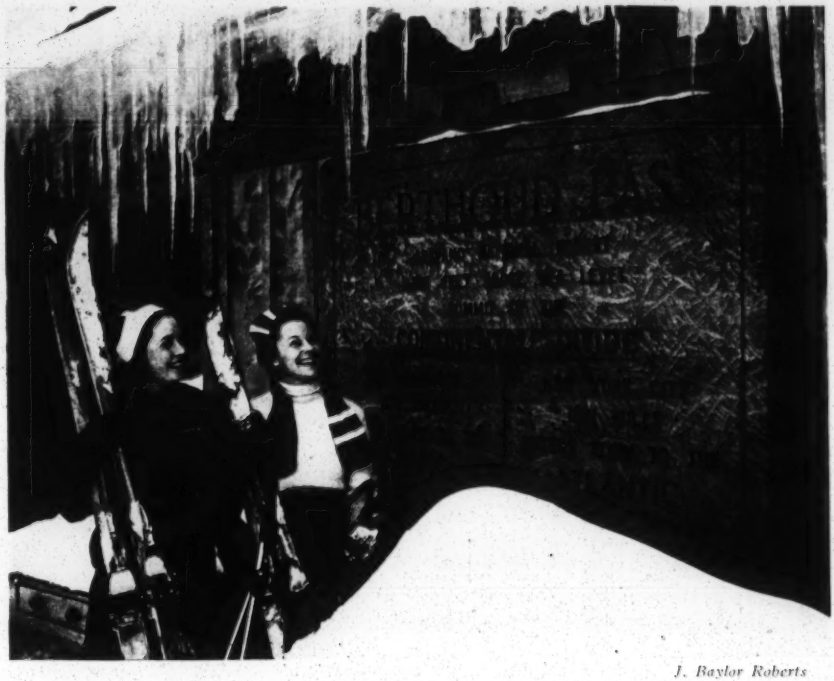
Became a Winter Playground

The discovery of gold, which had caused a stampede to California in 1849 and to Colorado ten years later, spurred the westward travel of those decades and inspired the exploration that opened the Berthoud Pass. Denver business men promptly promoted it as the logical rail route, and sulked or moved to Cheyenne, Wyoming, when the Bridger Pass west of that settlement was chosen for the Union Pacific route.

In recent years before the war, the region of the summit of Berthoud Pass was a popular winter sports playground. Two ski runs and an 800-foot tow have been maintained by the U.S. Forest Service.

Note: Berthoud Pass may be located on the Society's Map of The Southwestern United States. Also indicated on the map are events in the history of the nation which have taken place at various points in this region. An inset lists in chronological order explorers and communications routes.

Bulletin No. 3, May 1, 1944.



J. Baylor Roberts

AROUND BERTHOUD PASS THERE IS PLENTY OF PLAY ROOM ON THE ROOF OF THE CONTINENT

The roof ridge of North America, the Continental Divide, winds down the crest of the Rockies in Colorado, roughly bisecting the State. Icicles that melt on the eastern side of Berthoud Pass, for example, drip into drainage channels that carry the water eastward to empty into the Gulf of Mexico and so into the Atlantic. Icicles on the other side of the pass go to the Pacific when they die. The pass that Captain Berthoud and his six companions discovered on May 1, 1861, became a winter sports center before the present war, where ski enthusiasts made their way over snowy trails in the Arapaho National Forest. As many as 50,000 people a year have used the ski runs maintained there by the Forest Service.

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Geo-Graphic Brevities

PAS DE CALAIS DISTRICT IS FRANCE'S NEAREST INVASION COAST TO ENGLAND

PAS DE CALAIS, frequently mentioned in recent stories of Allied bombing raids into France, is the name for both a land and a sea area. The French word *pas,* meaning "step," is also translated "strait." Thus the Pas de Calais that appears on maps off the coast of northeast France is the French equivalent for the more commonly known Dover Strait.

Dry-land Pas de Calais is a district of northeast France, only one other district away from the border of Belgium. Its northern shore is the section of the potential invasion coast which is nearest to England. The region and its rocket gun defenses have been continually bombed and shelled.

The Pas de Calais Department—as the French administrative divisions are called—covers an area about half as big as Connecticut, extending inland about 90 miles. It is normally a highly productive farming region as well as an important industrial section, with a large coal output and many factories.

Pushing out to a point at Cap Gris Nez (Cape Gray Nose), Pas de Calais is less than 20 miles from the English port of Dover. Due south from Gris Nez, along a sheer coastline that resembles the steep headland itself, is the port of Boulogne, also in the Pas de Calais Department.

About the same distance from Gris Nez to the northeast is Calais, normally the most important port of the department. This section of coast, from the high imposing Gray Nose headland, breaks down into low sandy shore, framed by many dunes. Old Calais itself rises from a dune island like a medieval fortress, separated from the surrounding land and the newer industrial town by a moatlike chain of canals and basins.

Sailors familiar with the Pas de Calais coast say that when southwest winds make approaches to Boulogne difficult, the entrance to Calais is safe, and when Calais port is dangerous because of northeast winds, Boulogne is easily reached. The French side, or Strait of Calais, during certain winds is normally preferred by navigators to the Dover channel. Wider and deeper, it can be followed even during fog or snow, although a section in the center known as the Ridge presents a long, narrow, dangerous stretch of shallows.

Note: The Pas de Calais region may be located on the Society's Map of Central Europe and the Mediterranean.

For further information about northern France, see "The Coasts of Normandy and Brittany," in the *National Geographic Magazine* for August, 1943; "Rehearsal at Dieppe," October, 1942; and "France Farms as War Wages," February, 1940*; and "France's 'Rocket Gun' Coast: An Invasion Doorstep," in the GEOGRAPHIC SCHOOL BULLETINS, January 17, 1944.

* * * * *

BANANAS INTO ALCOHOL IS WAR PLAN IN JAMAICA

MAKING alcohol from a wartime problem child—the banana—is one of the latest wartime industrial ventures. A plant has begun operation in Jamaica to convert this perishable golden crop, by fermentation and distillation, into ethyl alcohol for use in war industry.

Bananas are little Jamaica's big crop (illustration, next page). This Caribbean colony of Britain is one of the most important banana producing countries. In the late 1930's, Jamaica's yield reached well above 25 million stems a year,

Caucasus Mts.
Cologne
Constance, Lake
Copenhagen
Corfu
Corinth
Corsica
Crete
Crimea
Damascus
Danube River
Dardanelles
Dead Sea
Devil's Island
Dublin
East Cape
Euphrates River
Faeroe Islands
Florence
Formosa
Geneva
Genoa
Hague, The
Harbin
Havana
Hook of Holland
Korea
Kurile Islands
Limerick
Lions, Gulf of
Lisbon
Marcus Island
Mexico City
Milan
Moscow
Mozambique
Mukden
Munich
Nansei Islands
Naples
New Siberian Islands
North Cape
Olympus
Port Arthur
Prague
Rhodes
Riga, Gulf of
Rome
Salonika
Sardinia
Sicily
Sinai, Mt.
Sofia
Sparta
Tiber River
Turin
Tyre
Venice
Vesuvius, Mt.
Vienna
Warsaw
White Sea

Bulletin No. 4, May 1, 1944.

B. Anthony Stewart

NEWSMEN "ALL AT SEA" ABOUT THE PACIFIC SEEK CERTAINTY ON A GEOGRAPHIC MAP

When big guns or aerial bombings blast obscure spots into the headlines, editors and news commentators must turn to maps for identification of the strange places mentioned in their foreign correspondents' dispatches. Newsmen in this group at the National Press Club, in Washington, D. C., congregate before a National Geographic Society map of the Pacific as the news ticker brings them stories of action in the New Guinea-Solomons sector. Since many islands received duplicate titles from French, English, and American discoverers in addition to their native names, the National Geographic map has been especially useful in clearing up the Pacific confusion of overlapping names and variant spellings. The National Geographic maps of war fronts have now been adopted as spelling standards by the principal news services.

which may weigh up to 65 pounds each. This was before a blight, brought to the island by a freak hurricane, reduced the crop.

The United States, normally the biggest banana importer, takes only a small portion of Jamaica's crop. The bulk goes to Great Britain and Canada.

When wartime shipping restrictions excluded bananas from cargo boats to make room for essential war freight such as tin, bauxite, and rubber, this traveler from the tropics was left orphaned on the docks.

New uses for the fruit had to be found. Science began looking around. Dehydrated bananas—tons reduced to pounds—allow limited ship space to hold much more fruit. Powdered bananas, packaged for use in hospitals and for infants' diets, took a bite out of accumulating stocks. Even the natives have begun to eat more of them to supplement their war-short fare.

The commercial plant, which will soon begin operation on the island, plans to process all bananas which cannot be used locally for food, or shipped out in the limited cargo space available.

When shipping restrictions are relaxed and export trade is resumed, only the "rejects"—stems of bananas which fall below the standard of having nine "hands" or clusters of fruit—will be converted into alcohol.

© *Publishers' Photo Service*

OVER THE BANANA HARVEST EAST MEETS WEST

On a Jamaica banana plantation, this East Indian woman helps harvest the transplanted Asiatic fruit. Her skirt, looped between her legs for convenience, and her silver bracelets are like those of her East Indian ancestors who came to the West Indies a century ago. The half-dozen stems of fruit which she shoulders to the railway are harvested green. She walks over a layer of banana plants cut down—after each has borne its single stem of fruit—and left to rot away to fertilize the plants which will be set out for the new crop.

Bulletin No. 5, May 1, 1944.

No Banana Tree

Although often called a tree, the banana is in reality a perennial plant with no woody trunk or taproots such as true trees have. Instead, it has a stalk of tightly overlapping leaves whose compact wrapping gives the effect of a trunk. As the leaves grow, they unfurl bright green shaggy pennants from 8 to 12 feet long, which look somewhat like the leaves of the banana's cousin, the palm tree.

Note: Banana-producing countries may be found on the Society's Map of Mexico, Central America, and the West Indies.

See also "Banned Banana Goes into Partial Eclipse," in the GEOGRAPHIC SCHOOL BULLETINS, February 1, 1943; and "Yes, We Have More Bananas Than Ever," February 17, 1941.

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